1	2	3	4	5
9.	Munderwa-Babhnan	45.5	North Eastern	2008-09
10.	Gorakhpur-Baitalpur	34.0	North Eastern	07-08/09-10
11.	Barabanki-Burhwal	29.0	North Eastern	
12.	Bhatni-Baitalpur	28.07	North Eastern	
13.	Ghaghra Ghat - Chauk Ghat	5.63	North Eastern	07-08/09-10
14.	Bhatni-Jiradei	38.11	North Eastern	
15.	Mau-Indara	8.0	North Eastern	
Gauge conversion				
1.	Kanpur-Kasganj-Mathura and Kasganj- Bareilly-Lalkua	544.5	North Eastern	2008-09
2.	Kaptanganj-Thawe-Siwan-Chhapra	233.5	North Eastern	2008-09
3.	Aunrihar-Jaunpur	59.0	North Eastern	08-09/09-10
4.	Gonda-Gorakhpur with Anand Nagar-Nautanwa	81.28	North Eastern	2009-10
5.	Gonda-Bahraich-Sitapur-Lucknow Ph-I.	60.0	North Eastern	
6.	Bhojipura-Tanakpur	101.79	North Eastern	

(c) and (d) All the works are progressed in phased manner as per availability of resources and keeping in view the quantum of work involved and constraints in completion of various works particularly doubling which require non interlocked working. There have been delays in some of the works due to failure of and delay in finalization of contracts, delay in forestry clearance including tree cutting, abnormally heavy and prolonged rainfall, land acquisition by State Govt. and steep rise in steel and cement prices. Remedial measures have been taken by way of modification in contract conditions, empowerment of field units, providing funds through internal generation and participation by State Govts. The matter has been taken up with State Governments for land acquisition and forestry clearance including tree cutting.

Electrification of rail sections

†684.SHRI KRISHAN LAL BALMIKI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the policy of his Ministry regarding electrification of rail sections;

(b) whether it is not appropriate that maximum number of rail sections be electrified; and

(c) the number of proposals sent by the State of Rajasthan for the electrification of rail sections and the details of their present status?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Electrification projects are considered primarily on traffic volumes, economic viability and operational necessity.

(c) The State Government of Rajasthan had recommended electrification of Bina-Kota, Jaipur-Sawai Madhopur and Ratlam-Neemuch-Chittorgarh sections, amongst which, work is in progress on Bina-Kota section.

Diversion of allocation for railway safety and security

685. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the potential areas still remaining to be tapped or exploited for increasing the revenue and expenditure areas from which economy and savings can be obtained;

(b) whether it is a fact that the Budget allocation meant for railway safety and security has been diverted to other purposes; and

(c) if so, the details for the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways are making all out efforts to maximize its revenue from its core activity of transportation of freight and passengers. In this direction, throughput enhancement works have been taken up for removal of capacity constraints in critical section for capturing more traffic. Number of passenger trains are being introduced and frequency of existing trains are also being increased in order to increase passenger earnings. Besides, railways are also exploring the avenues of revenue generation by commercial exploitation of railway land not required for operational purposes especially in metro areas through development of commercial and residential complexes and through advertisement at prominent locations on railway land, trains and at stations. Additional revenue is also anticipated from setting up of Budget Hotels by Indian Railway Tourism and Catering Corporation (IRCTC).

On the expenditure side, railways are taking all possible measures for economy and austerity in every area, with emphasis on better utilization of assets and rolling stock, improved maintenance practices through superior and latest technology, right sizing and increasing the efficiency of manpower etc.

(b) and (c) No, Sir. Adequate funds are being provided for Safety and Security as per requirement.

Rail link between Chennai Egmore and Chennai Central Railway Stations

686. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the rail linkage between two gate-way of Tamil Nadu *viz* Chennai Egmore railway station and Chennai Central railway junction was rightly conceived and foundation ceremony conducted during 2003 and then the Government of Tamil Nadu promised to spare the requisite land;

(b) if so, what is holding up proceeding further; and

(c) whether there could be a categorical assurance as to when the project could be taken up for execution and the time-frame for completion of the work in the wake of the long felt need of the people?